A PROPOSED PLAN FOR A SYSTEM OF

MAJOR TRAFFIC HIGHWAYS

OAKLAND, CALIFORNIA

1927

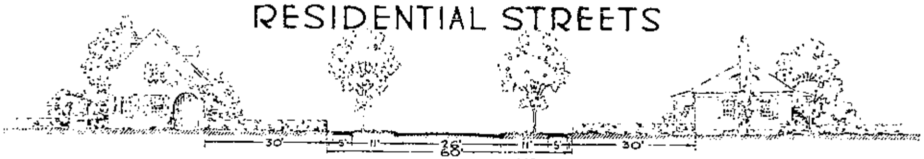
FOR THE

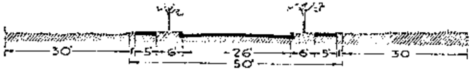
MAJOR HIGHWAY AND TRAFFIC
COMMITTEE OF ONE HUNDRED

HARLAND BARTHOLOMEW AND ASSOCIATES
City Plan and Landscape Engineers
Saint Louis . . Missouri

OAKLAND
CALIFORNIA

RESIDENTIAL STREETS





EXTREME WIDTH ON PURELY LOCAL RESIDENTIAL STREETS IS UNNECESSARY EXCEPT FOR EFFECT.

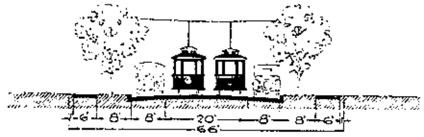
A 50 FOOT STREET SHOULD BE USED ONLY IN THOSE DISTRICTS WHERE NO MORE THAN 3 LINES OF VEHICLES WILL EVER BE NECESSARY.

A 60 FOOT WIDTH IS MORE FLEXIBLE AND SHOULD BE THE MINIMUM FOR MOST STREETS. ULTIMATELY IT COULD BE WIDENED TO ACCOMMODATE 4 LINES OF VEHICLES IF NECESSARY.

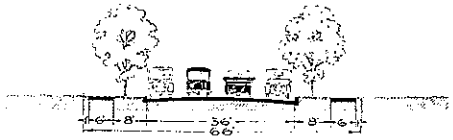
MAJOR STREETS

STREET AND ROADWAY WIDTHS SHOULD NOT BE ESTABLISHED ARBITRARILY. ROADWAY WIDTHS-THE DISTANCE BETWEEN CURB LINES-SHOULD BE BASED UPON THE NUMBER OF LINES OF VEHICLES THEY ARE TO ACCOMMODATE AND STREET WIDTHS-THE SPACE BETWEEN PROPERTY LINES-SHOULD BE DETERMINED BY THE WIDTH OF ROADWAY TOGETHER WITH PROVISION FOR AMPLE SIDE WALK SPACE. HERE ARE SHOWN TYPICAL EXAMPLES OF MODERN STREET DESIGN.

FOUR LINE THOROFARES

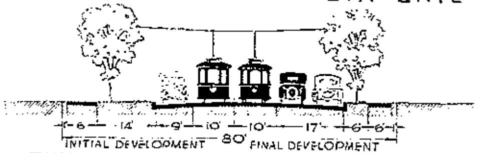


INADEQUATE FOR MAJOR STREET PURPOSES. THERE SHOULD BE ROADWAY SPACE FOR AT LEAST ONE FREE MOVING LINE OF VEHICLES ON EACH SIDE OF THE STREET. THIS IS NOT OBTAINABLE ON A 66 FOOT STREET WHICH CARRIES A CAR LINE

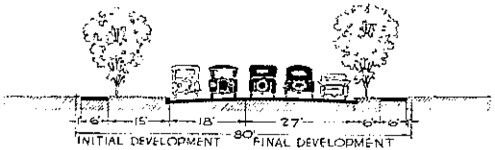


A 66 FOOT STREET IS THE MINIMUM WIDTH FOR A MAJOR STREET WITHOUT CAR LINES. WHERE ADDITIONAL VEHICULAR PARKING SPACE IS REQUIRED THE ROADWAY SPACE COULD BE INCREASED 6 FEET AND VEHICLES PARK AT AN ANGLE OF FORTY FIVE DEGREES ON ONE SIDE OF THE STREET.

SIX LINE THOROFARES

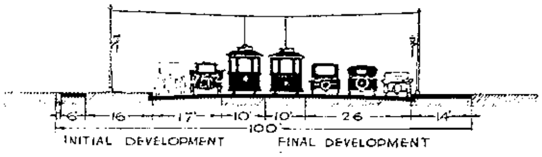


THIS SHOULD BE THE MINIMUM WIDTH FOR A MAJOR STREET CARRYING STREET CARS IN THE OUTLYING DISTRICTS. WHERE TRAFFIC IS LIGHT THE ROADWAY NEED NOT BE DEVELOPED TO ITS ULTIMATE WIDTH IN THE FIRST INSTANCE.

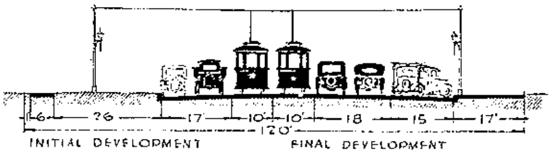


ALL NEW MAJOR STREETS SHOULD HAVE A MINIMUM WIDTH OF 80 FEET. THE STREET SHOULD BE DEVELOPED SO THAT IT CAN ULTIMATELY BE WIDENED TO A 6 LINE THOROFARE AND PUBLIC UTILITIES SHOULD BE INSTALLED IN ACCORDANCE WITH FINAL DEVELOPMENT

EIGHT LINE THOROFARES



MAIN RADIAL THOROFARES WITH CAR LINES SHOULD HAVE A WIDTH OF 100 FEET. THIS WIDTH WILL ACCOMMODATE EIGHT LINES OF VEHICLES. A 100 FOOT STREET IS ALSO A DESIRABLE 6 LINE THOROFARE IN A RESIDENTIAL DISTRICT AS IT PROVIDES ADDITIONAL GRASS PLOT BETWEEN SIDEWALK AND CURB AND GIVES THE STREET MORE CHARACTER



A 120 FOOT STREET WOULD ACCOMMODATE 6 FREE MOVING LINES OF VEHICLES AND ANGULAR PARKING AT EITHER SIDE OF THE STREET. SIDEWALK SPACE IS ALSO CONSIDERABLY INCREASED

NOTE-FREE MOVING VEHICLES ARE SHOWN IN SOLID BLACK-PARKED VEHICLES ARE SHOWN BY OUTLINE.

PLATE TWENTY-THREE

Cross Section of Proposed Super-Highway

An analysis of highway needs in Oakland demonstrates the need of free movement of traffic throughout the entire East Bay Region. The growth of Oakland is inseparable from that of the other East Bay municipalities. The resources and advantages of the East Bay area as a whole must be developed and capitalized.

Although political consolidation may not yet be feasible there are a number of necessary community improvement projects which can be carried out by co-operative effort.

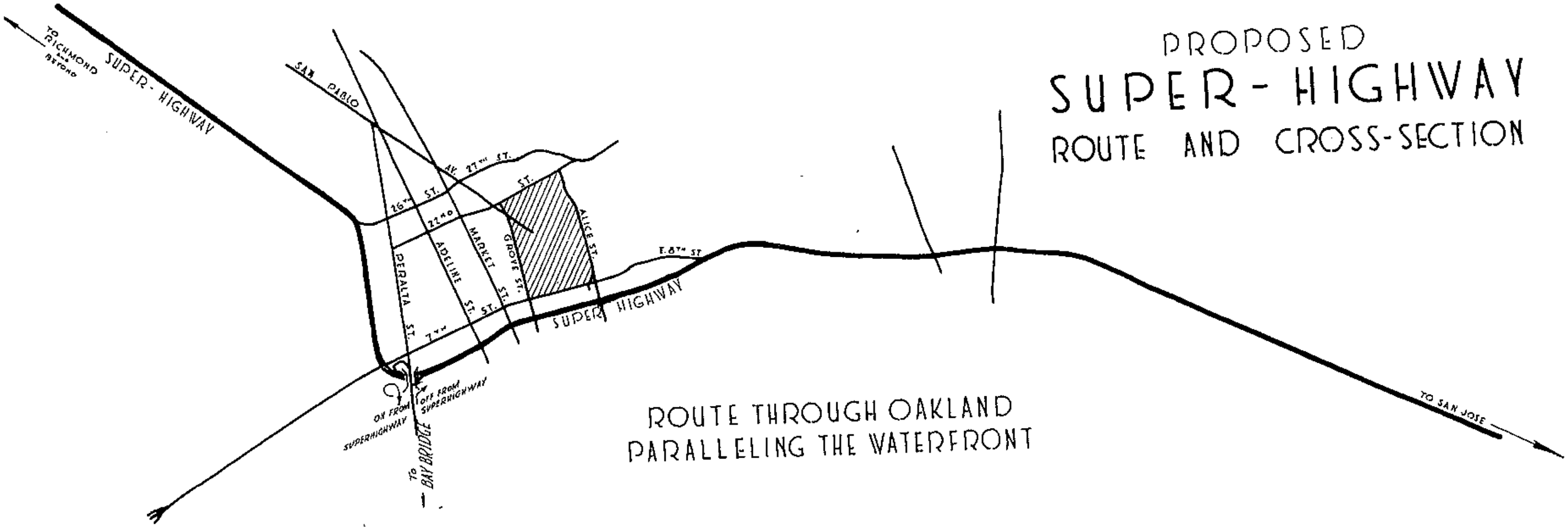
Among the foremost of these is a broad intercity highway so located as to tie all waterfront activities together and give each municipality a special traffic route over which the inter-city flow may pass. There is need in Oakland even now for a route and the need will become greater as East Bay port developments take place and waterfront industrial activities are intensified. Traffic from the Dumbarton Bridge, San Jose, Newark, San Lorenzo, Alvarado or San Leandro bound for Berkeley, Richmond or the Carquinez Bridge may or may not have interests in Oakland. An increasing amount of it will wish only an easy, cleared path by which it can proceed to its destination. Oakland-bound traffic from these other East Bay centers will likewise desire a continuous through route to its destination, avoiding the twists and turns and other hindrances met on the various streets of the several cities. The proposed super-highway would perform the service indicated above and relieve local streets of considerable traffic volume, thus enabling them to do their own work better.

The Oakland portion of the superhighway has already been shown and mentioned in preceeding plates. This study is of the highway itself and shows the form of development proposed. Provision would be made for a rapid transit route in the center, to give through transportation along the entire East Bay waterfront, roadways for heavy trucks, 2 lines each way would provide for the increased use of vehicles of this type. The outer roadways, 4 lines each, would carry light traffic. Sidewalks would be provided in some cases on both sides, in others only on one side or not at all, as need was indicated. The overall width would range from 140 to 180 feet. In some sections the route proposed is a new one through shallow water areas along the shore, thus anticipating early filling and eventual port development. In the city proper Wood, 3rd Street and 4th Street are used and the cross section shows development here. Beyond Fallon a new route would be chosen paralleling the Western Pacific, a bridge being introduced over 14th Avenue and the Southern Pacific and Western Pacific tracks. Beyond 50th Avenue the street follows a new line where a traffic artery will some day be needed.

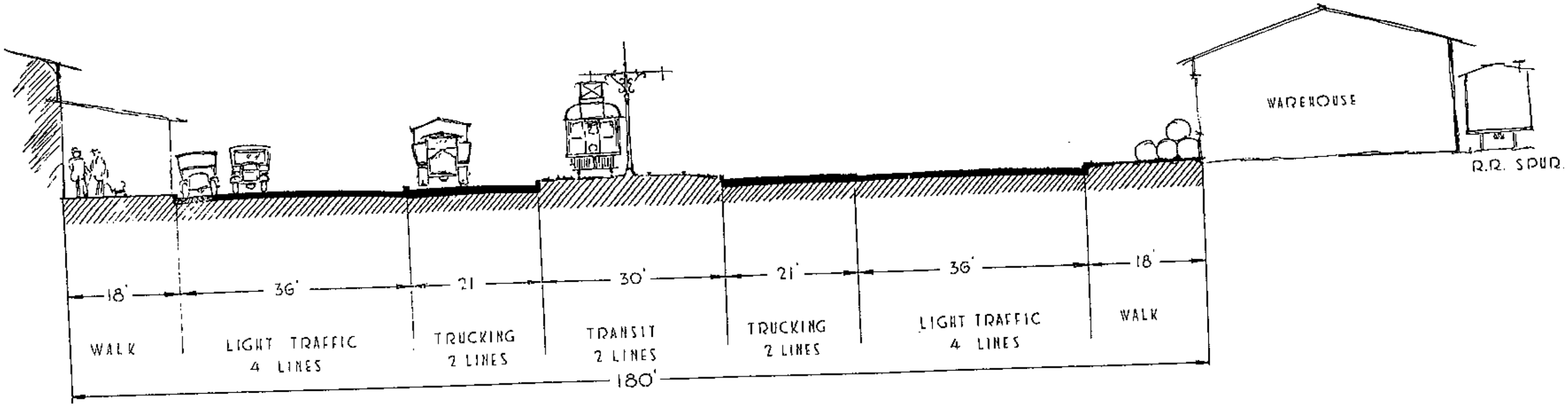
In considering this project, its relationship to the proposed Bay Bridge must be noted. The Bridge, if erected, will materially strengthen the demand for such a highway. The diagram indicates the manner in which traffic from the superhighway would flow from and to the bridge roadways in the vicinity of Third and Peralta Streets. The superhighway would go under the viaduct for the bridge approach. The decision of the bridge engineers to descend upon Peralta Street seems logical and if this plan is confirmed the final development of traffic ways in this section might take the form shown on the plate opposite. Until bridge plans are further advanced all such studies must be considered merely tentative and suggestive. Oakland should be making up its mind now as to how it wants the bridge to join its major highway system and these plans may serve as a basis for further discussion of the problem. Final studies of traffic flow and volume may indicate Market or Adeline as more suitable bridge entry routes, but these do not tie in as well with the superhighway, as the streets suggested above.

PLATE TWENTY-THREE

PROPOSED SUPER-HIGHWAY ROUTE AND CROSS-SECTION

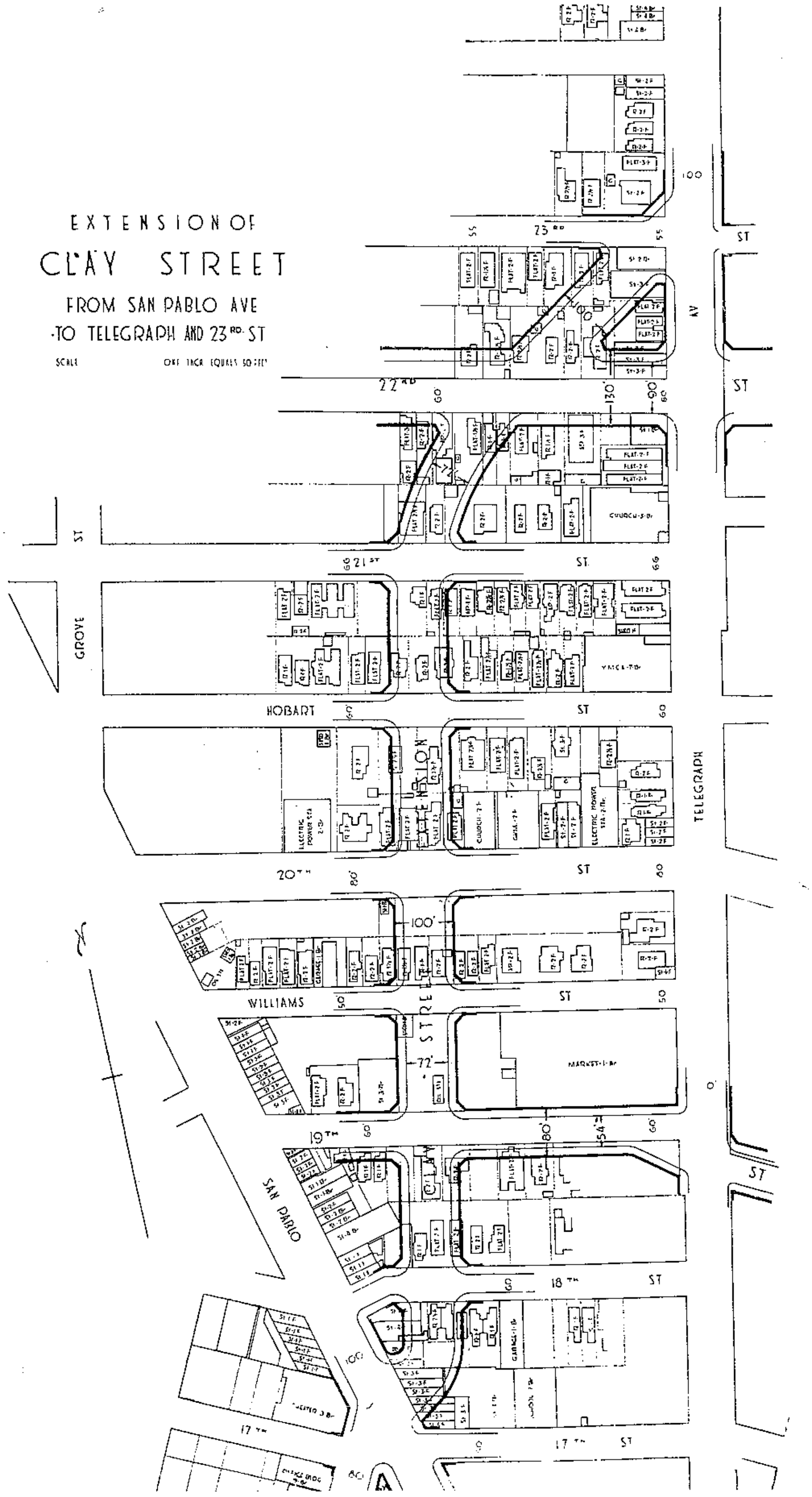


ROUTE THROUGH OAKLAND PARALLELING THE WATERFRONT



CROSS-SECTION

PLATE 24A



EXTENSION OF
CLAY STREET
FROM SAN PABLO AVE
TO TELEGRAPH AND 23RD ST
SCALE ONE INCH EQUALS 50 FEET
23RD
22ND ST
21ST ST
HOBART ST
20TH ST
WILLIAMS ST
19TH
18TH ST
17TH ST
GROVE ST
SAN PABLO
TELEGRAPH AV
CLAY STREET EXTENSION
CHURCH
Y.M.C.A.
ELECTRIC POWER STA.
MARKET
GARAGE
100'
72'
130'
90'
80'
54'

PLATE TWENTY-FOUR

Proposed Street Openings

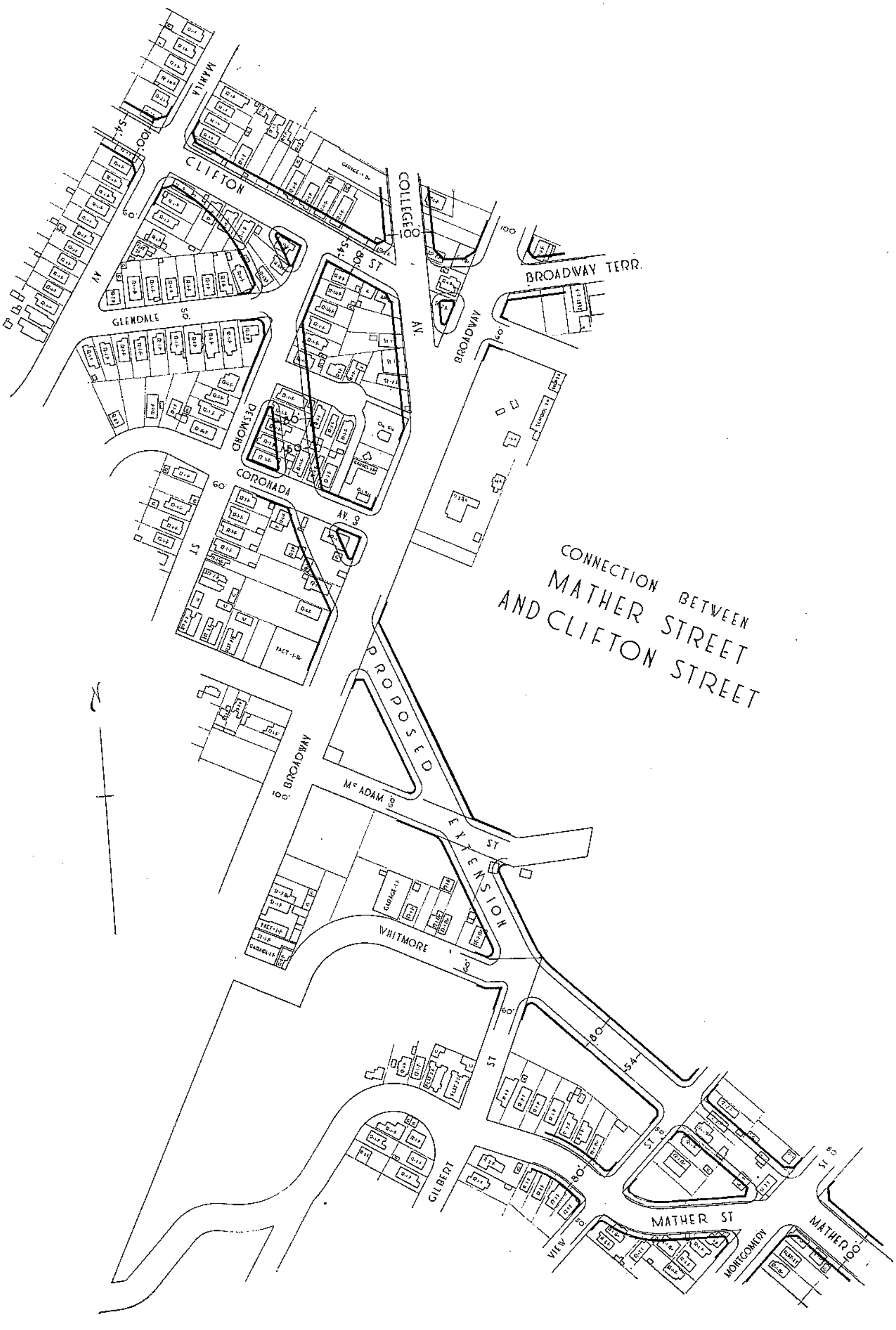
The plate opposite and the two following are detailed studies of three street projects deserving present consideration. There are others which do not appear in this report but will be prepared for discussion later.

Project A is a recommended extension of Clay northward to Telegraph at Twenty-third Street. This will give Telegraph traffic an opportunity to turn easily into 22nd Street, the distributor loop traffic and also as is necessary proceed southward into the business district over Clay. The routing of traffic through the new channel will tend to relieve congestion at 14th Street and Broadway and give a better distribution throughout the business district. The plan here shown will do all that a long opening of Clay Street would do at much less cost.

Project B is a connection between Grove, Shattuck and Telegraph north of 47th Street. This has great value as a means of relieving Telegraph of traffic now flowing into it from Claremont and Shattuck. The paving of West throughout will have a noticeable tendency to divert much traffic from Grove, leaving the latter free to act as a relief for Telegraph.

The above projects all have to do with the flow of traffic toward the business center. Project C illustrates a most important improvement on a cross town traffic route which is recommended for immediate improvement. The particular service of this new street will be to link Mather to Clifton in order to conduct Grand Avenue traffic across Broadway to routes parallel to College, thus relieving the latter and improving conditions at the intersection of College and Broadway. The relationship of this and other projects to the major street system as a whole should be studied by comparison of these plates with Plate Thirteen.

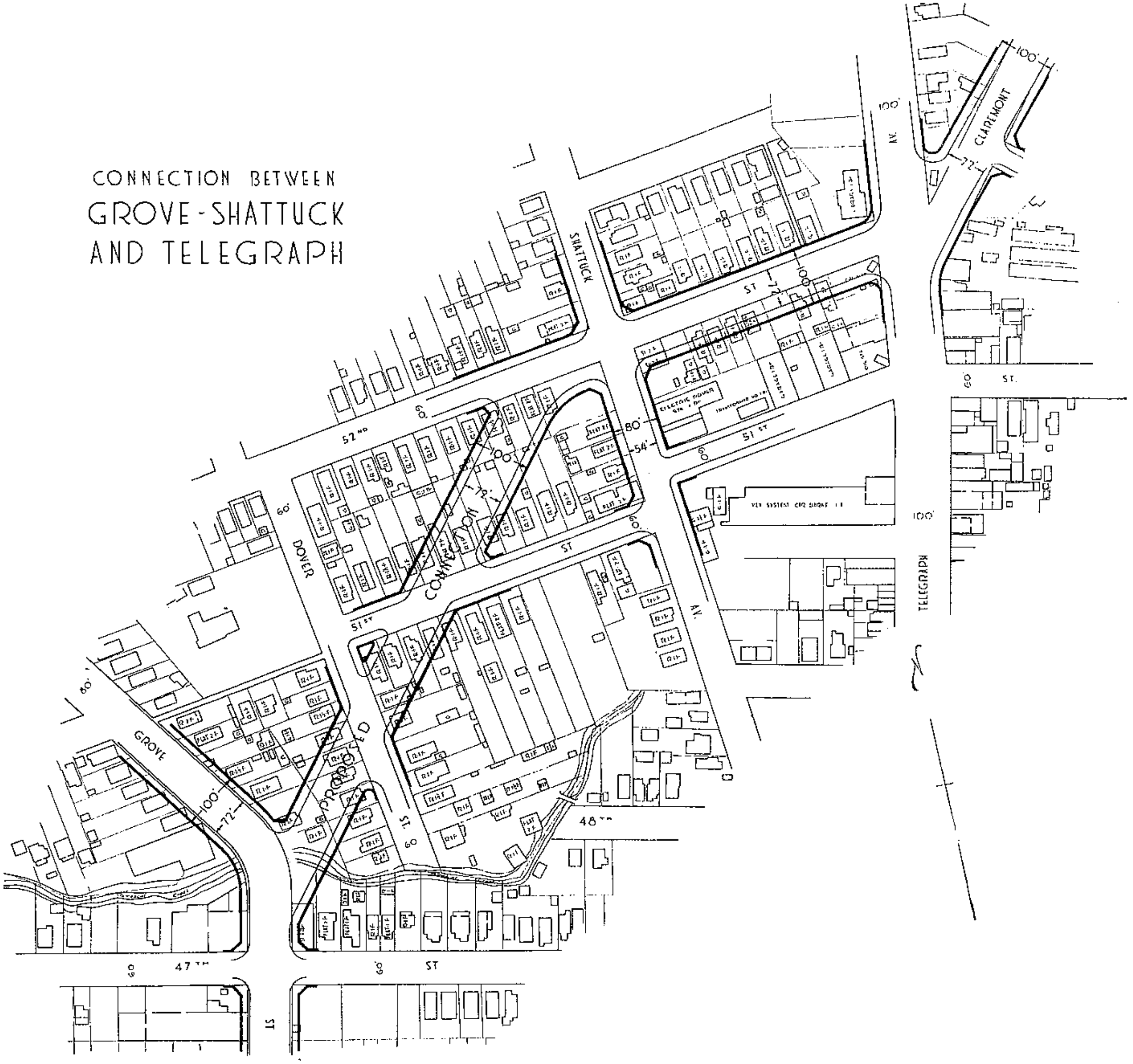
PLATE 24B

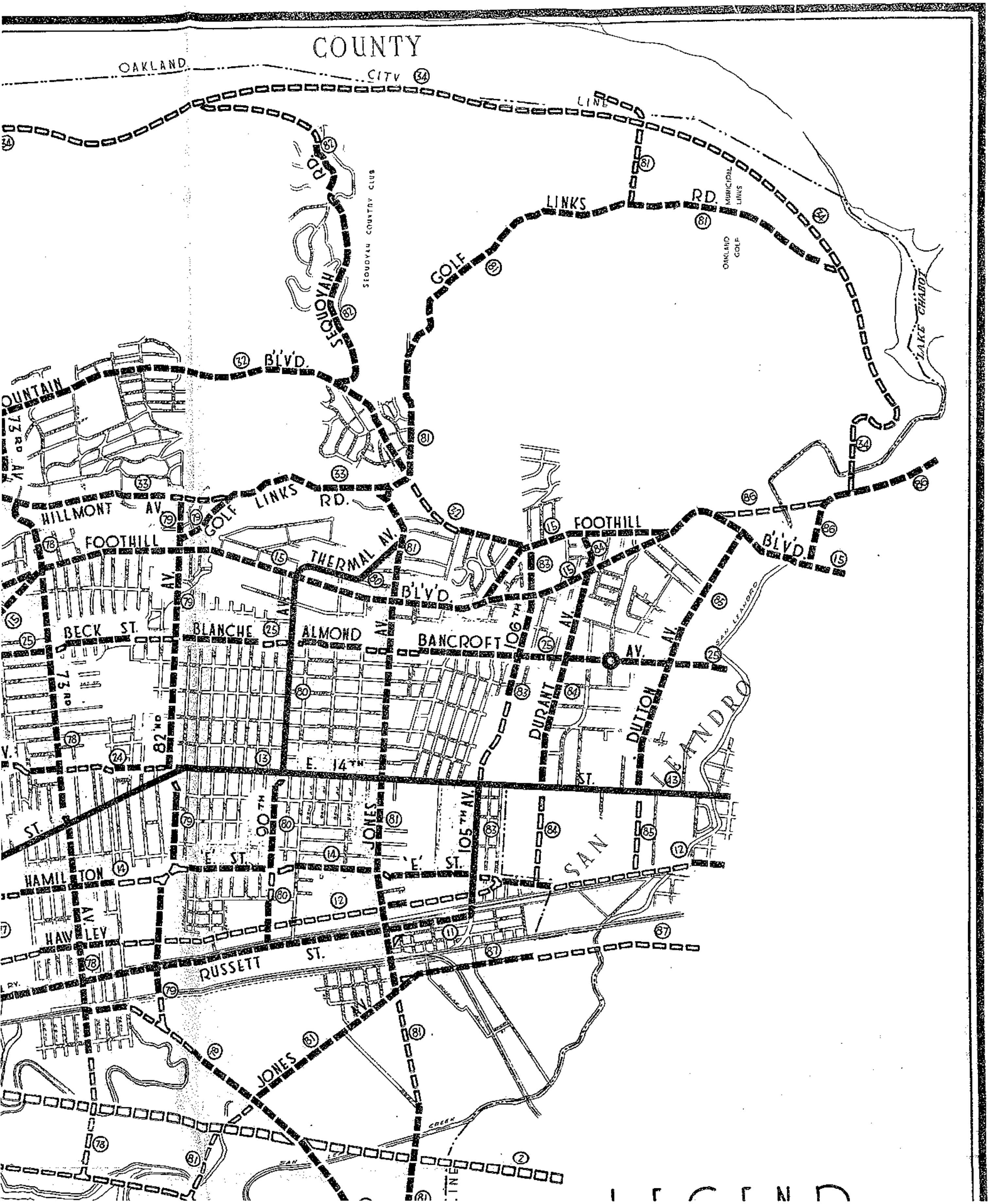


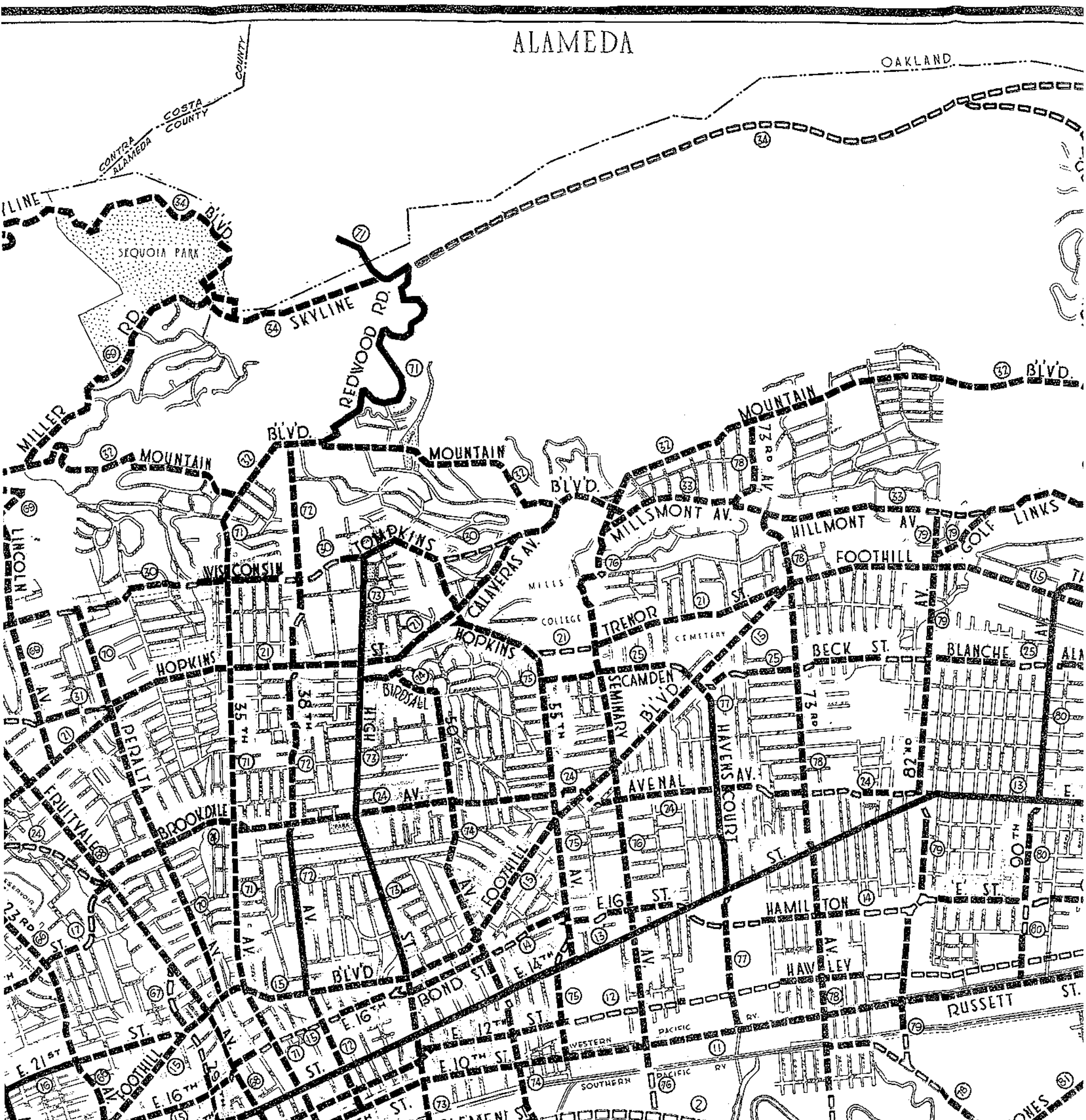
CONNECTION BETWEEN MATHER STREET AND CLIFTON STREET

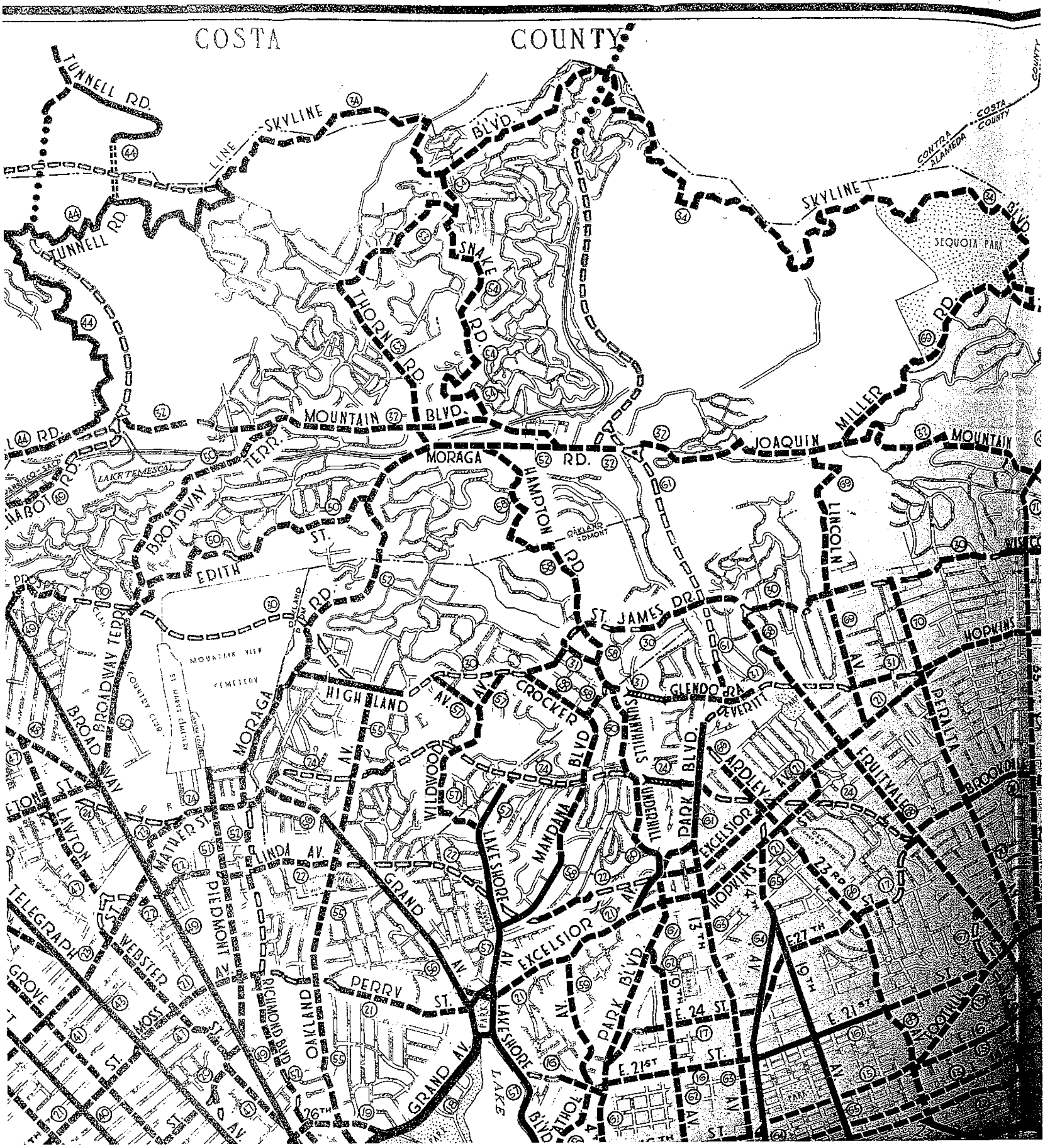
PLATE 24C

CONNECTION BETWEEN GROVE-SHATTUCK AND TELEGRAPH




COUNTY
OAKLAND
CITY
LINE
34
SEQUOYAH RD.
82
SEQUOYAH COUNTRY CLUB
GOLF LINKS RD.
81
OAKLAND MUNICIPAL GOLF LINKS
LAKE CHABOT
32 B'LV'D.
FOUNTAIN
73 RD AV.
33
HILLMONT AV.
79
GOLF LINKS RD.
78
FOOTHILL
15
THERMAL AV.
80
B'L'V'D.
83
84
FOOTHILL B'L'V'D.
86
89
BECK ST.
25
BLANCHE
ALMOND AV.
BANCROFT AV.
106TH AV.
DURANT AV.
DUTTON AV.
85
SAN LEANDRO
43
73 RD
82ND AV.
24
13
E. 14TH ST.
90TH AV.
JONES AV.
105TH AV.
E ST.
14
'E' ST.
12
HAMILTON AV.
HAWLEY
RUSSETT ST.
11
87
JONES AV.
CREEK
SAN LEANDRO
2
LINE
LEGEND


ALAMEDA
OAKLAND
CONTRA COSTA COUNTY
ALAMEDA COUNTY
SEQUOIA PARK
SKYLINE BLVD
SKYLINE
REDWOOD RD.
MILLER
RD.
MOUNTAIN B'LV'D.
MOUNTAIN
B'LV'D.
MILLSMONT AV.
HILLMONT AV.
GOLF LINKS
FOOTHILL
73RD AV.
TOMPKINS
CALAVERAS AV.
WISCONSIN
LINCOLN AV.
MILLS COLLEGE
TRENOR ST.
CEMETERY
HOPKINS ST.
HOPKINS
BECK ST.
BLANCHE
CAMDEN
SEMINARY AV.
B'LV'D.
HAVENS COURT
BIRDSALL
HIGH ST.
35TH AV.
38TH AV.
50TH AV.
55TH AV.
82ND AV.
90TH AV.
PERALTA
FRUITVALE AV.
BROOKDALE
24 AV.
AVENAL AV.
FOOTHILL B'LV'D
E. 16 ST.
E. ST.
HAMILTON
HAWLEY
RUSSETT ST.
E. 14TH ST.
BOND ST.
E. 16TH ST.
E. 12TH ST.
E. 10TH ST.
WESTERN PACIFIC RY.
SOUTHERN PACIFIC RY.
CLEMENT ST.
JONES
E. 21ST
E. 14TH ST.
E. 9TH
23RD AV.
29TH AV.
ELMWOOD
RESERVOIR
1 2 11 12 13 14 15 16 17 21 24 25 30 31 32 33 34 65 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81



COSTA
COUNTY
TUNNELL RD.
SKYLINE
LINE
BLVD.
SKYLINE
BLVD.
CONTRA COSTA COUNTY
ALAMEDA COUNTY
COUNTY
SEQUOIA PARK
SNAKE RD.
THORN RD.
MOUNTAIN BLVD.
JOAQUIN MILLER RD.
MOUNTAIN
MORAGA RD.
HAMILTON RD.
LINCOLN AV.
LAKE TEMESCAL
CHABOT RD.
BROADWAY TERR.
EDITH ST.
OAKLAND PIEDMONT
ST. JAMES DR.
MOUNTAIN VIEW CEMETERY
ST. MARY'S CEMETERY
COUNTRY CLUB
BROADWAY TERR.
BROADWAY
MORAGA
HIGHLAND AV.
CROCKER AV.
WILDWOOD AV.
BLVD.
SUNNYHILLS
GLENDORA
EVERITT
PARK BLVD.
ARDLEY AV.
FRUITVALE
PERALTA
HOPKINS
BROOKDALE
LAWTON
MATHER ST.
PIEDMONT AV.
LINDA AV.
GRAND AV.
LAKESHORE AV.
MANDANA
UNDERHILL
EXCELSIOR
HOPKINS
14TH AV.
23RD AV.
E 27TH ST.
E. 21ST ST.
FOOTHILL
TELEGRAPH
WEBSTER
GROVE
MOSS ST.
RICHMOND BLVD
OAKLAND AV.
PERRY ST.
EXCELSIOR AV.
LAKESHORE BLVD.
PARK BLVD.
13TH AV.
E. 24 ST.
E. 21ST ST.
19TH AV.
26TH
GRAND AV.
LAKE
ATHOL
PARK
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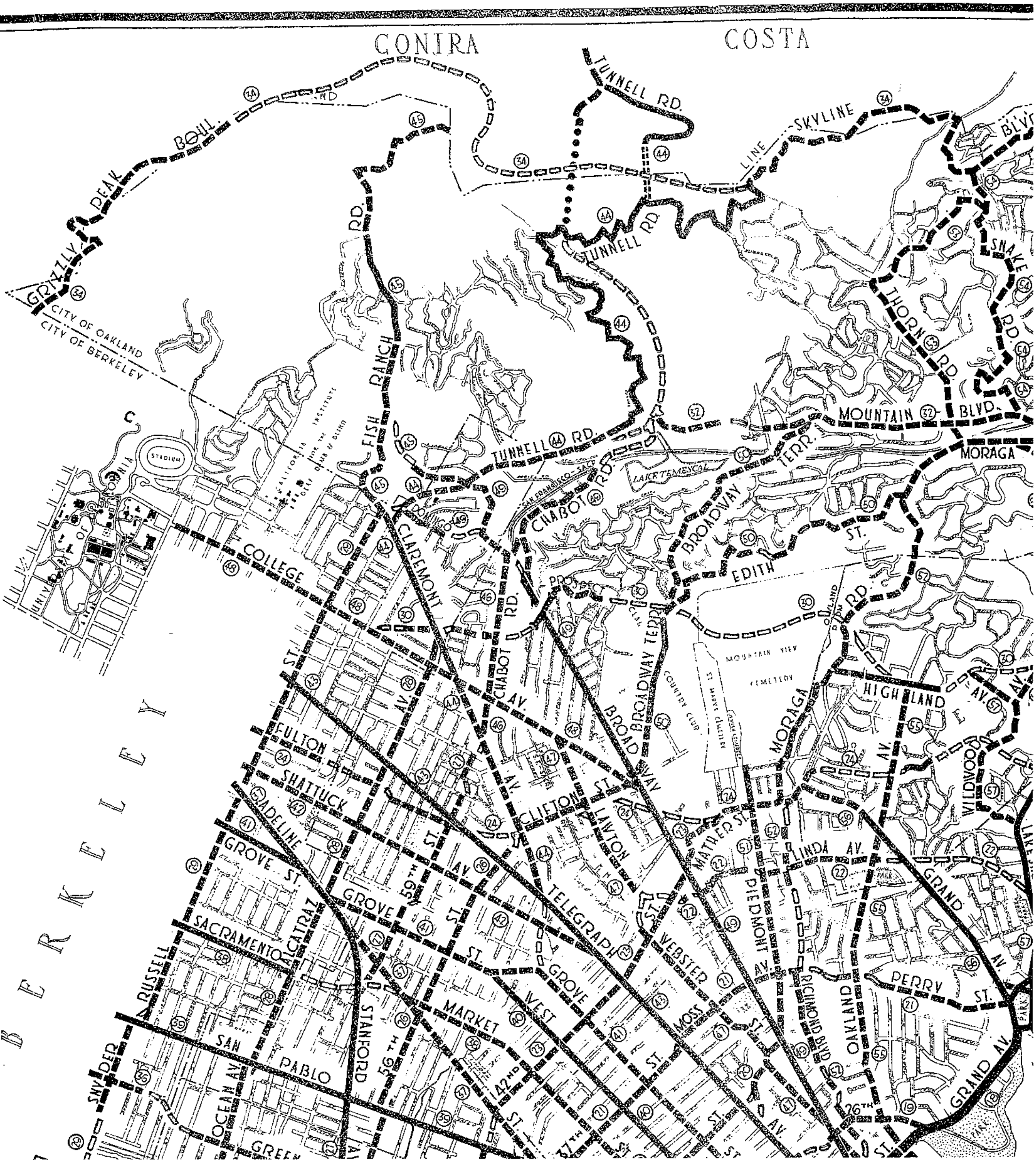
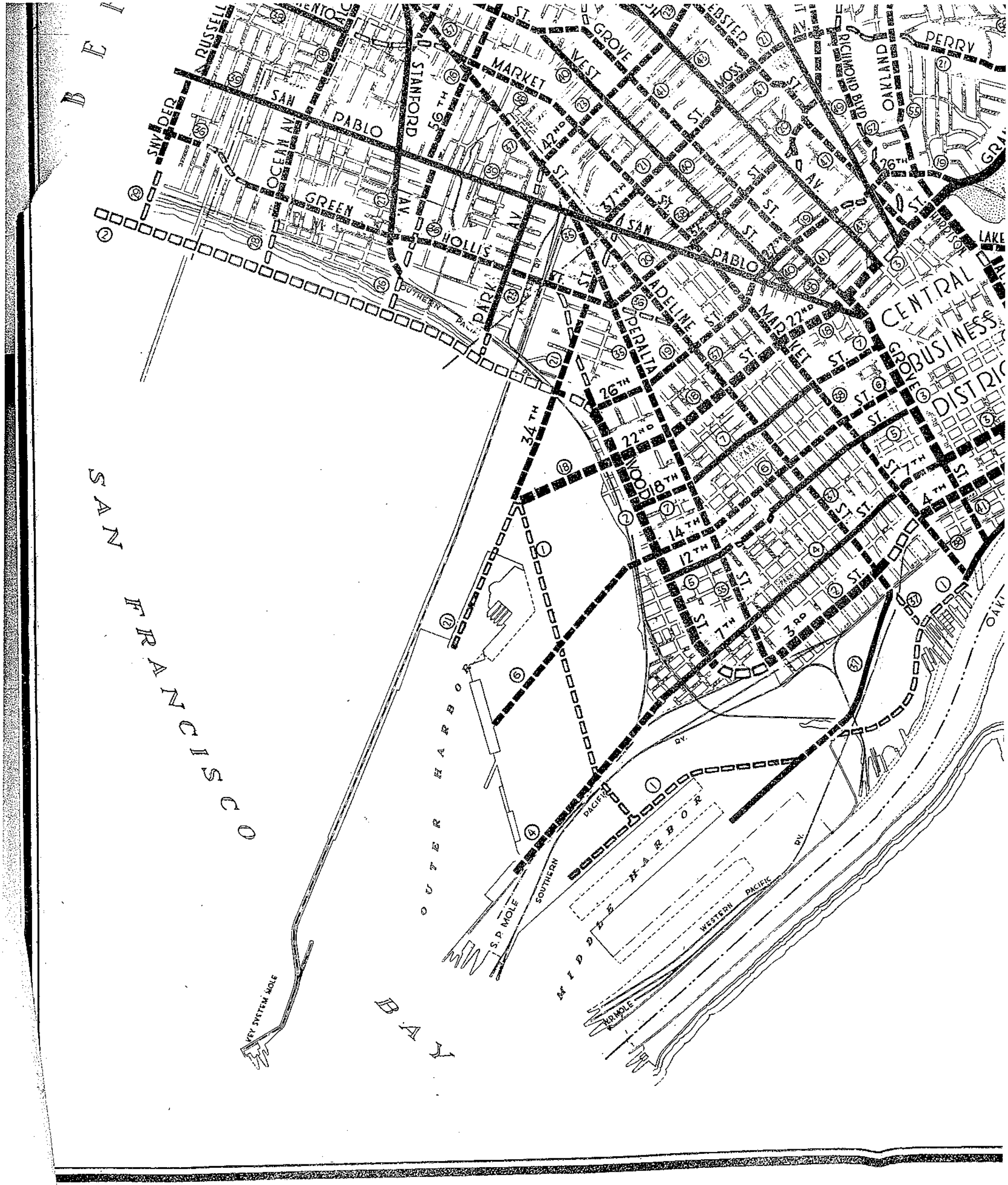
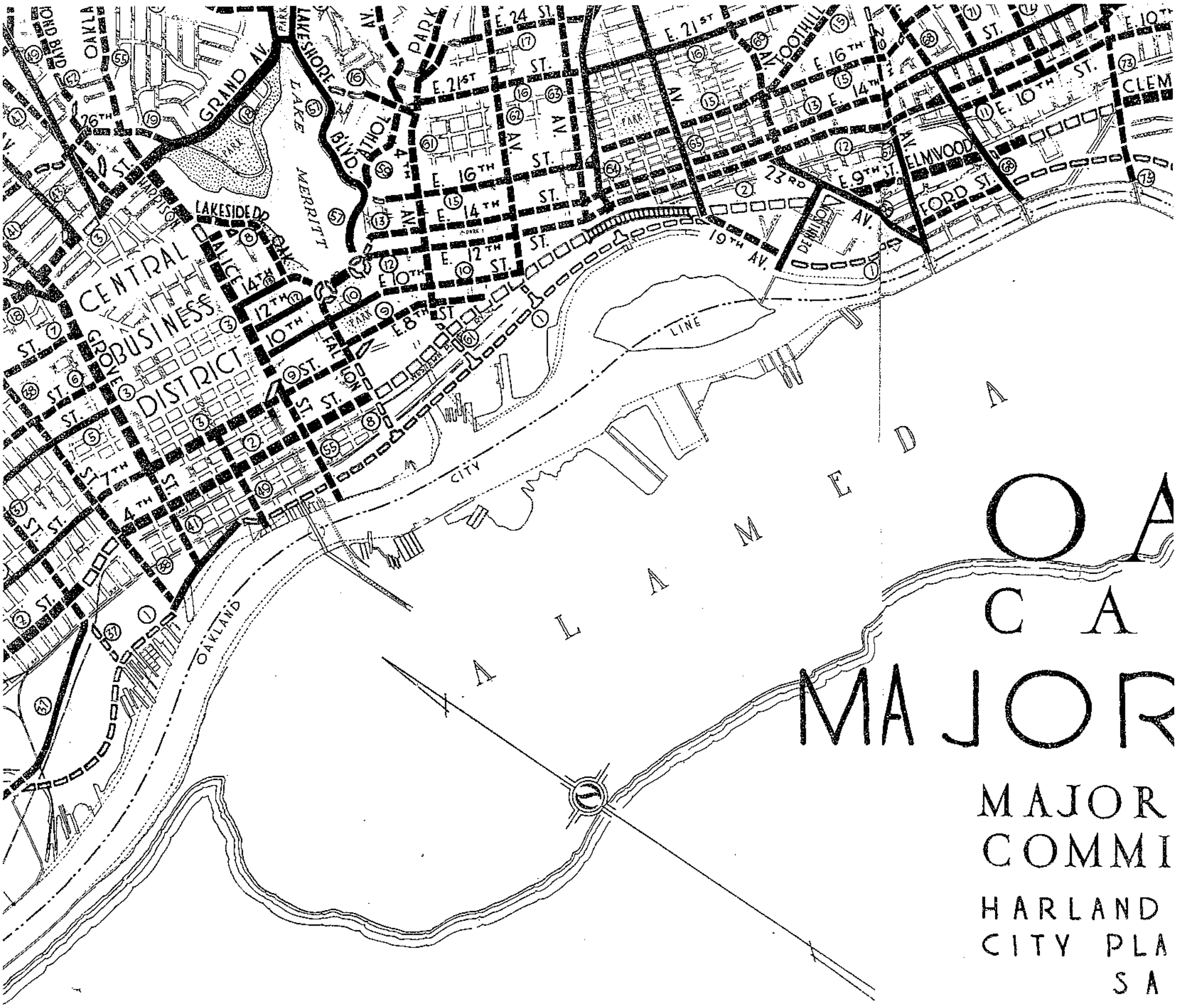

CONTRA
COSTA
BERKELEY
GRIZZLY PEAK BOUL.
TUNNELL RD.
SKYLINE
LINE
BLVD.
FISH RANCH RD.
CITY OF OAKLAND
CITY OF BERKELEY
STADIUM
CALIFORNIA INSTITUTE FOR THE DEAF DUMB & BLIND
UNIV. OF CALIFORNIA
COLLEGE AV.
CLAREMONT AV.
CHABOT RD.
MOUNTAIN BLVD.
MORAGA AV.
SNAKE RD.
THORN RD.
LAKE TEMESCAL
SAN FRANCISCO-SACRAMENTO
BROADWAY TERR.
BROADWAY
EDITH ST.
PROSPECT
MOUNTAIN VIEW CEMETERY
ST. MARYS CEMETERY
COUNTRY CLUB
HIGHLAND AV.
WILDWOOD AV.
FULTON ST.
SHATTUCK AV.
ADELINE
GROVE ST.
SACRAMENTO
ALCATRAZ
RUSSELL
SAN PABLO
SNYDER
OCEAN AV.
GREEN
STANFORD
56TH
MARKET
42ND ST.
59TH ST.
TELEGRAPH
CLIFTON ST.
LAWTON
WEBSTER ST.
WEST ST.
MOSS AV.
37TH
MATHER ST.
PIEDMONT AV.
RICHMOND BLVD.
OAKLAND AV.
LINDA AV.
PERRY ST.
GRAND AV.
26TH ST.
PARK
LAKE


SAN FRANCISCO BAY
OUTER HARBOR
MIDDLE HARBOR
CENTRAL BUSINESS DISTRICT
KEY SYSTEM MOLE
S. P. MOLE
W.P. MOLE
SOUTHERN PACIFIC RY.
WESTERN PACIFIC RY.
SAN PABLO AV.
MARKET ST.
GROVE ST.
WEST ST.
ADELINE ST.
PERALTA ST.
WOOD ST.
STANFORD AV.
56TH ST.
42ND ST.
37TH ST.
34TH ST.
26TH ST.
22ND ST.
18TH ST.
14TH ST.
12TH ST.
7TH ST.
3RD ST.
4TH ST.
PARK AV.
HOLLIS ST.
GREEN ST.
OCEAN AV.
SNYDER AV.
RUSSELL ST.
MOSS AV.
RICHMOND BLVD.
OAKLAND AV.
PERRY ST.
HARRISON ST.
LAKE
PARK



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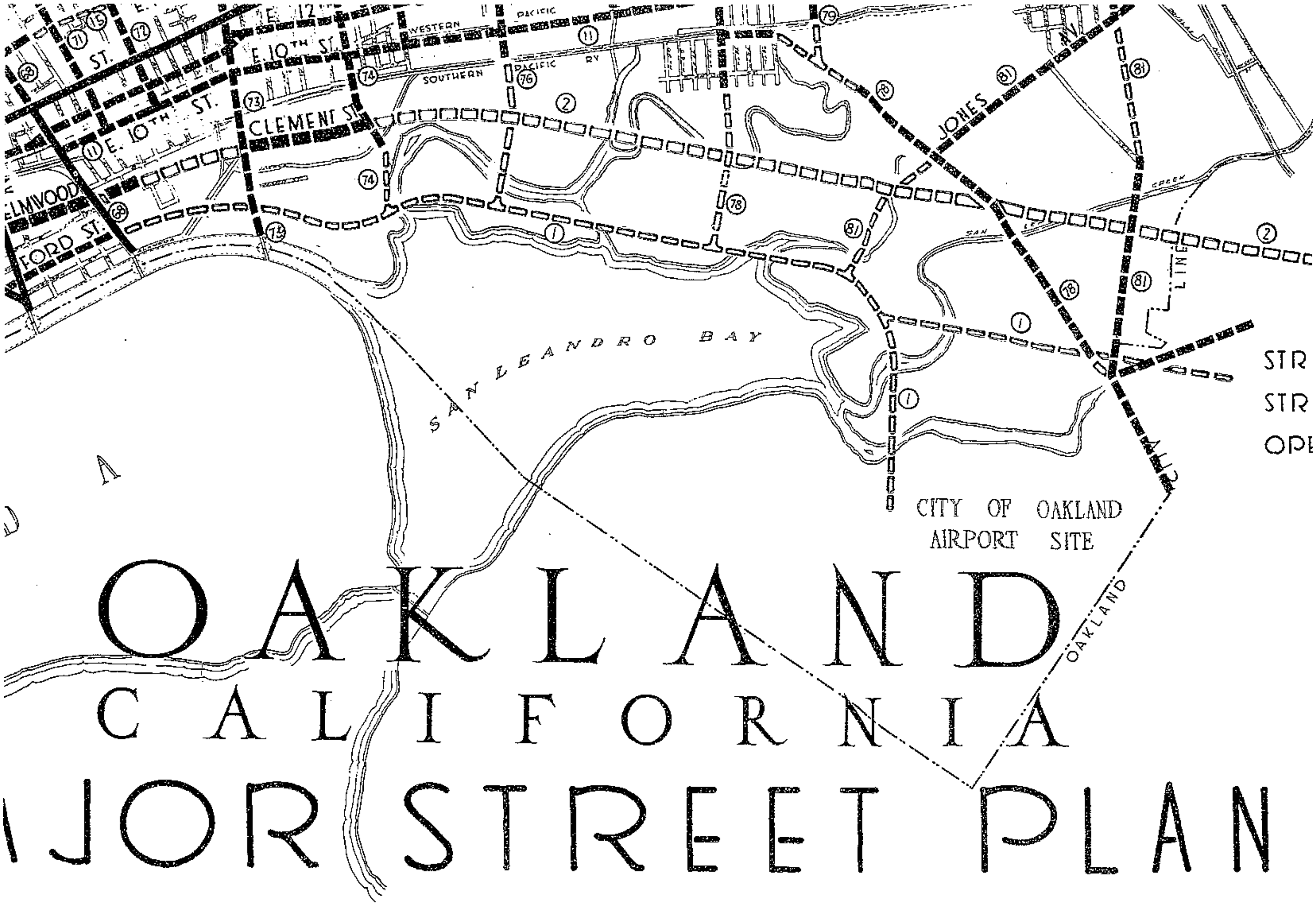

OAKLAND
CALIFORNIA
JOR STREET PLAN

MAJOR HIGHWAY AND TRAFFIC
COMMITTEE OF ONE HUNDRED

HARLAND BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS - MISSOURI

SCALE — 1-INCH EQUALS 1200 FEET

1200 600 0 1200 2400 3600 4800

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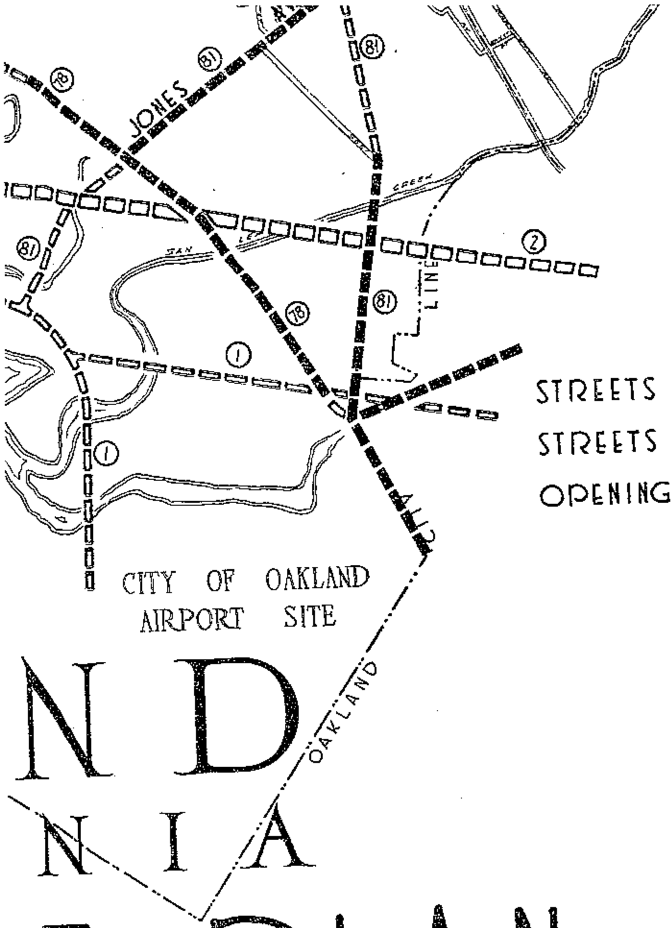

LEGEND

STREETS OF SUFFICIENT WIDTH	━━━
STREETS TO BE WIDENED	▬ ▬ ▬
OPENINGS OR CONNECTIONS	▭▭▭▭

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T PLAN

TRAFFIC
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OURI

0 FEET

TEE OF ONE HUNDRED